tudes—and that "it is no use to *open* the door, after the steed is stifled." The impression on this topic was so powerful at Berlin, that the king's architect, Mr. Langerhanns, was induced to issue an especial report for the satisfaction of the public. We cannot omit to record, that the Prince of Prussia, heir to the throne, was amongst the first to extinguish the fire, and that his royal highness wounded his hand by so doing.

'National' Architecture.—"Graffenries and Stürler's Swiss Architecture (*Schweizerische Architectur*), or Selection of Wooden Houses from the Bernese Oberland,"* is passing through a second edition. These Swiss architects have made extensive studies of the habitations of the Bernese *Hochalpen*, which, it is to be regretted, become every day more scarce, and make room for those would-be city structures of stone, not congenial to the damp and moist atmosphere of Alpine nature. The authors further remark, that these structures are so ingeniously and *cunningly* planned, that they may serve as models for every modern building, where great convenience and comfort are contemplated. The plates give the elevations and ground-plans of these Alpine houses, and may be found useful.

Athletizing of the Working Classes.—Dr. Küchlin delivered of late an interesting lecture on the above subject in the Dresden *Turn-Verein*, taking for his theme,—"What can the moderns learn from the mode of education pursued by the Greeks and Romans?" We are precluded from devoting to the subject more space than saying—*very much indeed!*

Cemetery of the City of Nüremberg.—Few towns of equal size can boast of a cemetery containing the ashes and monuments of so many great men as that of St. John's, in the once free city of Nüremberg. Here repose *Albrecht Dürer*—once an ornament of this country—Hans Sachs, the shoemaker and thrifty poet; Michael Behaim, the cosmographer; Baumgärtner, the religious reformator: all coeval sons of a great time. Of minor notorieties, Harsdörfer and Birken, the rhyme-playing Pegnitz shepherds; and, of a later period, *Grübel*, the nature-poet, may be mentioned: the latter placed high even by Goethe. He was by profession a whitesmith—a mechanical genius, whose works were even valued in Italy, whilst he also left three volumes of pretty poetry.

City Embellishments, Paris.—The common council have in their last (March) sitting decided on the enlargement (by way of expropriation) of the part of Rue Coquillière, comprised between the Place St. Eustache and Rue J. J. Rousseau. They have equally voted the prolongation of the Rue Lafayette, at a breadth of 16 mètres, comprising the limits of the Rue Montholon and that of the Foubourg Poissonière. The common council have also voted 265,000 francs for the building and repairing of the great sewers under the Boulevards extérieurs, between the Barrières Belleville and Ménilmontant,—under the prolongation of the Rue Mouffetard to the Rue Pot de Fer, and the Rue de Roches, and others. The introduction of a new singing method in the city schools and other similar works of public utility, were also adequately encouraged from the civic treasury.

* Bern. 1847. Thirty-two plates, with French and German text. 4*l.* 3*s.*

RAILWAY JOTTINGS.

THE anomalous want of a proper fulcrum in railway locomotion appears, from experiments at Maidenhead, reported by the *Morning Post*, to be at length in the fair way of ultimate obviation under the auspices of the patent of Mr. Galloway, C.E., for horizontal driving and biting wheels adhesive to a central rail, whereby, or by some such apparatus, there appears to be a fair prospect of the attainment of the many obvious advantages of a proper fulcrum, such as the ascent and safe descent of very steep gradients; the great increase of general power and speed, mutually convertible, by the substitution of adhering wheels of larger or smaller diameter, with varying adhesion, according to the power or speed required; the consequent keeping to time and prevention of accidents; the obviation of much tunnelling and cutting, and the consequent multiplication of railways and cheapening of traffic, &c., &c. It would be too sanguine, however, to anticipate the accomplishment of so many advantages without further proofs of the efficacy of the patented apparatus, especially in such circumstances as might arise in frost and thaw, greasiness on even the new rail in steep gradients, &c.——The Eastern Counties Company have started a fourth class of open passenger carriages at one halfpenny a mile. ——The London and Brighton are competing with the South-Western, especially in affording opportunities for cheap travelling during the Easter holidays, when double journey tickets are charged as single fares only, with an interval of five days between the departure and the return.——The Andover station of the Basingstoke and Salisbury line is to be forthwith built: and many men have been employed in opening and working a clay pit in Wherwellwood, at good wages, clay being much wanted nearer the line, where it is scarce and expensive. Sawyers and carpenters also are busy with sheds and workshops.——The Great Western Company have caused experiments to be tried with a tire fitted on a new principle, which is said to have stood the severe test of being cut in two places, and afterwards run at a high speed with heavy loads, without further change.—— In order to open the way for certain alterations in the approach to the town of Wolverhampton, on the Stour Valley line, which had not been contemplated by the company's Act, it is understood that a sum of 2,000*l.* is to be given to the South Staffordshire Hospital as a "consideration." The directors of the Preston and Wyre line, says a Manchester paper, have liberally granted a free passage along their line to all persons going to Fleetwood to lecture at the Fleetwood Mechanics' Institution.——A manufactory of locomotives has been established at Leith.——A plan for carrying the Glasgow, Paisley, Kilmarnock, and Ayr railway across the Clyde at Glasgow is described by the *Caledonian Mercury*. It consists, says our authority, of five lofty arches. Two of them span the streets on the right and left banks of the river. Two small arches cover the footpaths. Two of the large arches span the Clyde, and one the green bank from the edge of the Clyde to the footpath. When completed it is likely to be considered one of the wonders of the west.——The Irish Great Southern and Western's 48 miles extension to Maryborough has been experimentally opened. The great viaduct over the river Barrow is the principal object of interest upon this new portion of the line. It is 496 feet in length, and 25 feet in breadth, being supported by ten piers four feet wide each, the spans between the piers being 50 feet each. It is formed of four continuous internal lattice-beams, which support the roadway—one rail being placed over each of these beams and two internal lattice-beams which support the end of the flooring, and form the hand-rail. There are only 200 tons weight of iron in the whole bridge, and about 60,000 rivets. The material for the construction of this line is found *in situ*, and could not be better suited for railway purposes; the gravel hills or escars, quarries of the finest lime-stone, being all ready to the hand of the contractor, Mr. Dargan, for building and ballast.——At a meeting of the Great Western Midland (Irish) Railway, held week before last in Dublin, Lord Duncandle, the chairman of the company, made the important announcement that Government is at this moment deliberating on the extent to which they will, by grants of the public money, assist the already incorporated Irish railways.——By the Havre and Parisline, *viâ* Rouen, lately opened throughout, a journey which, little more than two years since, occupied six-and-thirty hours, can now be accomplished with ease in six hours and a half. And thus too, the time distance between the first and second grand metropolitan centres of the world has been reduced to twelve hours only. A few cursory remarks on the principal works constructed on this great Parisian highway may not be here inappropriate, although some of them have been already noticed. The Havre station, comprising a passenger station, a goods' station, with immense warehouse sheds, and engine sheds, carriage sheds, and coke-ovens, together with accommodation ground attached to them, covers an area of 36 English acres. The passenger station abuts on the Cours Napoleon, from which it is separated by an iron railing. The goods station is one of the most commodious of the kind ever constructed in Europe. From this station it is calculated that the company will carry, when the line is in operation, no less than 1,000 tons of merchandise a day. There is nothing remarkable on the line until we reach the Mirville viaduct, which is composed of forty-eight arches across a deep valley. The highest of these arches, constructed of brick, is 32 metres and a half, from the level of the rails, to the surface of the ground. The foundation is of hard clay; but one or two of the piers are on a concrete. There is no other work of art of importance until we reach Pavilly, where there is a short tunnel. Shortly after this we reach the Barentin viaduct, crossing the valley of Barentin. It has twenty-seven arches of 50 feet span each, and describes a radius of about half a mile. The highest arch is 100 feet from the level of the rails to the level of the ground. Then comes the Pissy Poville tunnel, of 2,200 mètres in length. After emerging from this tunnel, the line runs through a deep cutting. The Deville tunnel opens within the Octroi of Rouen, and the line continues a little above the Rue Renaud, until it enters a tunnel which passes under the cemeteries of St. Gervais and St. Maur, a length of 1,184 mètres. The traveller then emerges into light, and arrives at the Rouen station. To reach the Paris line at Sotteville there are three tunnels to pass through. The tunnel under the boulevards Beauvoisin and St. Hilaire, 1,500 mètres in length; a small one under the Rue des Sapins, 80 mètres; a viaduct of four arches across the rivers Robec and Aubette, in the valley of Dametal; a slight embankment; and a tunnel of more than 100 mètres under the Mount Ste. Catherine. From the foot of a wooden bridge over the Seine the line passes on an embankment, describing about half a mile radius, bounding one of the finest race-courses in the world, the plains of Sotteville, and forms a junction with the Paris line. —— The *Journal des Débats* published a letter dated Leipsic, 27th ult., mentioning that during the last year there were conveyed by the German railways 16,412,229 travellers, and 31,833,939 quintals of merchandise, which produced a sum total of 54,646,232*f.*, and represents an increase of 16,431,208*f.*, that is, 43 per cent.——The *Augsburg Gazette* of 25th ult. states that the house of Rothschild had offered the Saxon government sufficient money to complete the railways throughout its dominions as quickly as possible. It is proposed that they should be completed in the month of August, 1849. The terms of the loan are said to be most advantageous for the Saxon government.

THE MORGAN TESTIMONIAL COMPETITION.—We have received the following letter:—"Dear Sir: Having commenced the statue of Sir C. Morgan, which was assigned to me by the *unanimous* voice of the subscribers, as appeared in the London and local papers of Dec. 26th, 1846, I felt myself called upon to inquire whether the paragraph which appeared in THE BUILDER of March 27th, was founded on truth. I have this day received information on the subject, and am authorized to state "that the model referred to was publicly exhibited with the designs of every other competitor in the town-hall at Newport." In the absence of Mr. Hellicar, who has been some time on the continent, and is not expected home for three weeks, I have to request that you will contradict the statement of the 27th of March in next week's BUILDER, as having no truth whatever in it.

Very truly yours, J. E. THOMAS.

Belgrave-place, April 3rd.

Without in any way impugning our correspondent, in whom we have perfect confidence, we must be permitted to say that Mr Marshall's assistants still resolutely assert, that the model had never left the case. If Mr. Thomas of his own knowledge asserted the contrary, we should consider the question settled, but the present denial, coming from a third and unknown party, is scarcely so conclusive. For our own parts we are quite willing to hope that the packing was so well done as to deceive the sculptor's workmen and lead to the impression they entertain.

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